James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 20, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has eight (8) spotter visual reports from 20 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 21 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates flying weather with winds of 4-8 knots, wave height 0.5-1 feet, ceilings unlimited and visibility 10 nm; 20 per cent chance of thunderstorms in the area.

Houma Unified Command anticipates that, due to the weather, location, distribution (4,500 sq.mi.) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 21, 2010. Prior to spray operations the spotter aircraft will identify the high value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V ***International Peace*** will be returning to sea for sampling operations this evening. QA/QC SMART report for June, 19, 2010, is provided at Attachment 4.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed 22,600 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6-20-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 21 June 2010 with Oil Targets from Spotter Operations on 20 June

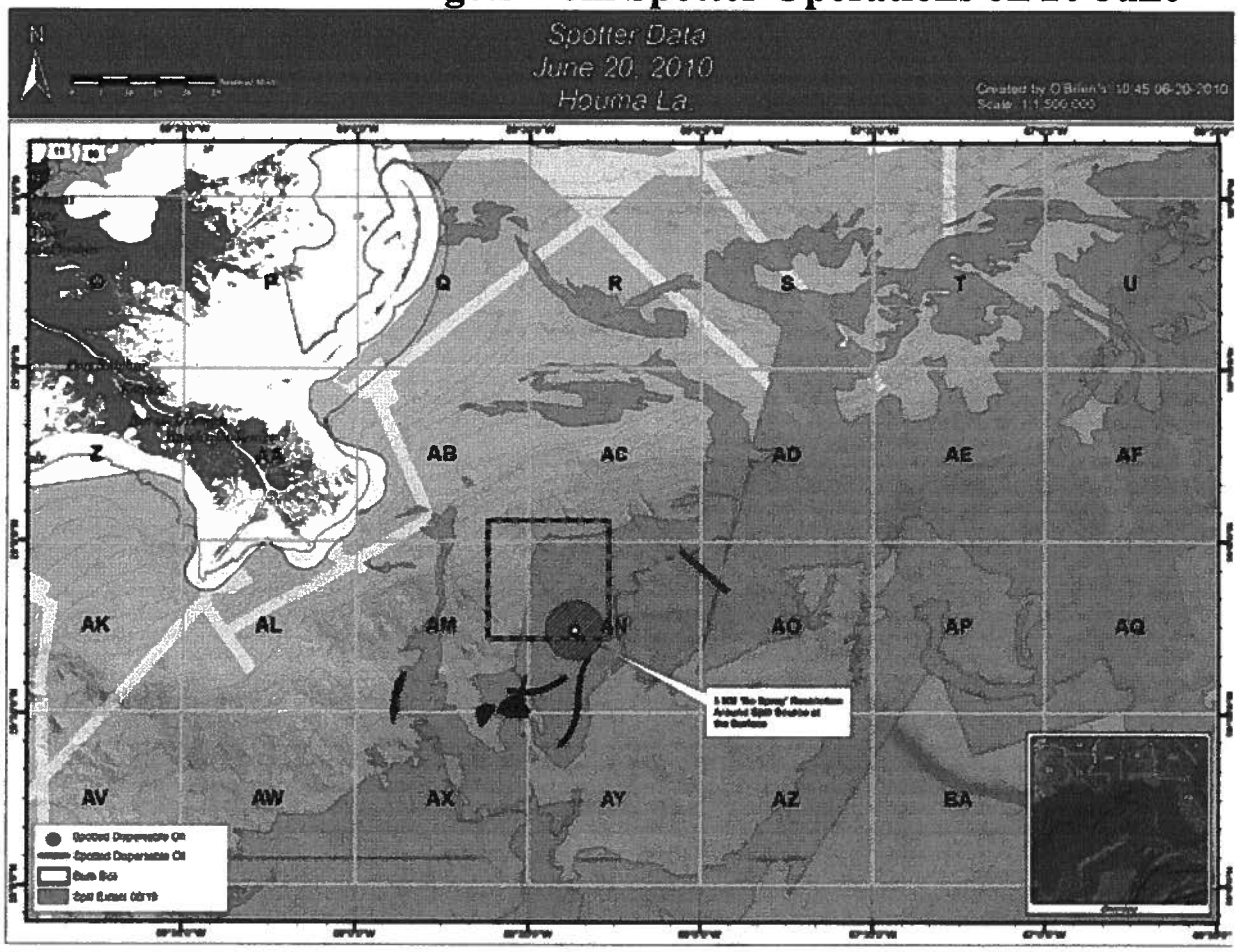


TABLE 1
Dispersible Oil Report June 20, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil (range is for multiple slicks)	Dispersant Needed (1/20 DOR)
AN	3	3,839	30-80	7,195
AM-AX	3	44,294	5-50	11,780
AY	1	2,240	30	3,360
AO	1	157	35	275
TOTAL				**22,610**

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Attachment 2

Nearshore Surface Oil Forecast Deepwater Horizon MC252

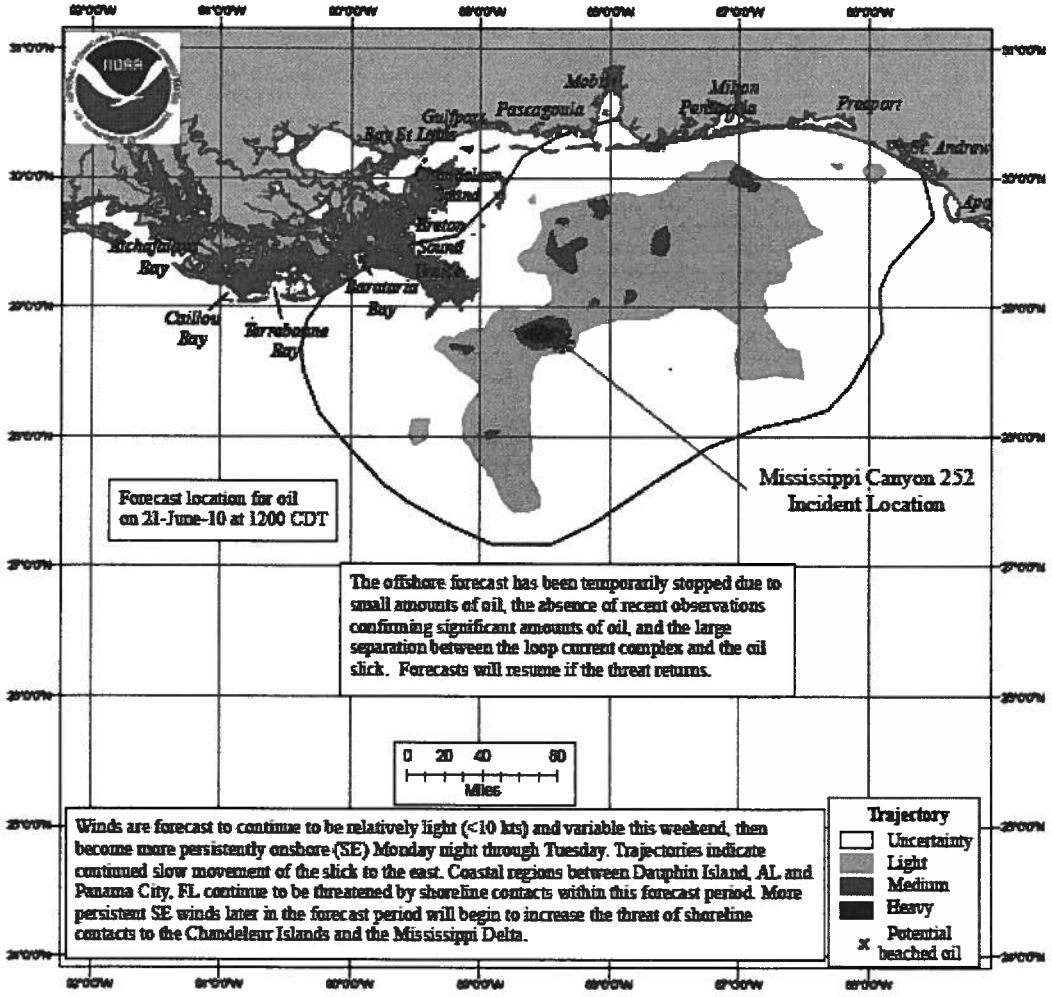
NOAA/NOS/OR&R

Nearshore

Estimate for: 1200 CDT, Monday, 6/21/10

Date Prepared: 2100 CDT, Saturday, 6/19/10

This forecast is based on the NWS spot forecast from Saturday, June 19 PM. Currents were obtained from several models (West Florida Shelf/USF, TGLO/TAMU, NAVO/NRL) and HFR measurements. The model was initialized from Saturday satellite imagery analysis (NOAA/NESDIS) and overflight observations. The leading edge may contain tarballs that are not readily observable from the imagery (hence not included in the model initialization). Oil near bay inlets could be brought into that bay by local tidal currents.



this scale bar shows the meaning of the distribution terms at the current time

Next Forecast: June 20th PM

Attachment 3

Offshore Skimming Resources

SOURCE				Date/Time 20 June 1600		
Designator	**Kind/Type**	**Vessel**	**Assignment**	**Status**	**Location**	**ETA**
LAR	RV1/Weir	Louisiana Responder	MSRC	Skimming	MC-252	
GCR	RV1/Weir	Gulf Coast Responder	MSRC	Skimming	MC-252	
TXR	RV1/Weir	Texas Responder	MSRC	Skimming	MC-252	
MER	RV1/Weir	Maine Responder	MSRC	Skimming	MC-252	
MSR	RV1/Weir	Mississippi Responder	MSRC	Skimming	MC-252	
SOR	RV1/Weir	Southern Responder	MSRC	Skimming	MC-252	
DER	RV1/Weir	Delaware Responder	MSRC	Skimming	MC-252	
VAR	RV1/Weir	Virginia Responder	MSRC	Pit stop	Ft Jackson	
FLR	RV1/Weir	Florida Responder	MSRC	Reassigned Mobile	Mobile	
NJR	RV1/Weir	New Jersey Responder	MSRC	Reassigned Mobile	Mobile	
HOSS	RV1/Belt	CGA HOSS Barge (Crosby Sun)	TF HOSS	Skimming	MC-252	
SV	RV1/Weir	Seacor Vanguard (Current Buster 2 ea)	Buster	Skimming	MC-252	
JC	RV1/Weir	John Coghill (Current Buster)	Buster	Skimming	MC-252	
LR	RV1/Weir	Lana Rose (NRC VOSS)	NRC	Equipment	MC-252	
PER	RV1/Belt	NRC Perseverence	NRC	Mechanical	MC-252	
LF	RV1/Belt	Lynne Frink (NRC Marco)	NRC	Skimming	MC-252	
LB	RV1/Disk	NRC Liberty (Disc)	NRC	Skimming	MC-252	
NG	RV1/Weir	Neptune G (w/CGA FRU)	CGA	Skimming	MC-252	
IT	RV1/Weir	International Trooper (w/CGA FRU)	CGA	Skimming	MC-252	
CAR	RV1/Weir	Ms. Caroline (w/CGA FRU)	CGA	Skimming	MC-252	
MA	RV1/Weir	Mr. Alex (w/CGA FRU)	CGA	Mechanical	MC-252	
RE	RV1/Belt	Rene (Navy Marco)	Fed	Skimming	MC-252	
RP	RV1/Belt	Resolve Pioneer (NRC Marco)	NRC	Reassign Non-Source	Non-Source	
PT	RV1/Weir	Pauline T (NRC VOSS)	NRC	Reassign Non-Source	Non-Source	
SW	RV1/Weir	Seacor Washington (Dutch arm)		Reassign Non-Source	MC-252	
HM	RV1/Weir	HOS Mystique (Dutch arm)		Reassign Non-Source	Non-Source	
SW	RV1/Weir	Sweetwater (Dutch Arm)		Reassign Non-Source	Non-Source	
IMC	RV1/Weir	Ocean Ranger 17/IMC 3009	Gulp	Reassigned Mobile	Mobile	
AD	RV1/Belt	NRC Admiral	NRC	Reassign Non-Source	Non-Source	
SH	RV1/Disk	Seahorse VI (NRC VOSS)	NRC	Reassign Non-Source	Non-Source	
PT	RV1/Weir	Pauline T (NRC VOSS)	NRC	Reassign Non-Source	Non-Source	
REC	RV1/Weir	Ampol Recovery (w/ CGA FRU)	CGA	Reassigned Mobile	Mobile	
RES	RV1/Weir	Ampol Responder (w/ CGA FRU)	CGA	Reassigned Mobile	Mobile	
402	TV2	MSRC 402 Barge (Kimberly Colle)	TF Storage	On-scene	MC-252	
452	TV1	MSRC 452 Barge (Tara Crosby)	TF Storage	Standby	Ft Jackson	
570	TV1	MSRC 570 Barge (Crosby Clipper)	TF Storage	Standby	White Tail	
155	TV1	K-Sea DBL-155 (Rebel)	TF Storage	On-scene	MC-252	

Costner	TV1	Energy 8001(Superior Service) Costner	TF Storage	On-scene	MC-252	
		Boom Boats				
Designator		**Vessel**	**Assignment**		**Location**	**ETA**
CC	WB2	Chanese G	Source	Standby	Venice	
SF	WB2	Sea Fox	Source	Standby	Venice	
BG	WB2	Betty G	Source	Boom tow	MC 252	
MSA	WB2	Ms. Alissa	Source	Boom tow	Venice	
MSE	WB2	Ms. Addison	Source	Mechanical	Venice	
JN	WB2	Julienne Marie	Source	Standby	Venice	
SI	WB1	St. Ignatius Loyola	Source	Boom tow	MC 252	
HE	WB1	Hercules	Source	Boom tow	Enroute	
BR	WB1	Brutus	Source	Boom tow	MC 252	
MM	WB1	Mia Maloy	Source	Boom tow	MC 252	
MR	WB1	Mr Randolf	Source	Boom tow	MC 252	
BT	WB1	Black Tip	Source	Boom tow	MC 252	
DF	WB1	Dog Fish	Source	Boom tow	MC 252	
SH	WB2	Sea Hawk	Source	Standby	Venice	
		Crew/Re-supply				
ML	WB2	Mr. Leroy	Shuttle/Re-su	Supply Run	Venice Based	
FO	WB2	Fox	Ampol Re-sup	Supply Run	Venice Based	
JP	WB2	Jean Perry (Drop Box)	Shuttle/Re-su	Supply Run	Venice Based	
CS	WB4	Corissa Shane	Shuttle/Re-su	Supply Run	Venice Based	
KL	WB2	Katie Lynn	Shuttle/Re-su	Supply Run	Venice Based	
EV	WB2	Eveready	NRC Re-suppl	Supply Run	Venice Based	
MW	WB2	Miss Wynter	NRC Re-suppl	Supply Run	Venice Based	
BC	WB2	Ben Charamie	Shuttle/Re-su	Supply Run	Venice Based	
		Inland Barges				
331	TV3	Cenac 331 Barge	TF Storage	5,000 bbl open	Ft Jackson	
323	TV3	Cenac 323 Barge	TF Storage	21,000 bbl open	Venice	
324	TV3	Cenac 324 Barge	TF Storage	21,000 bbl open	Venice	
HM-3048	TV3	Higman 3048 Barge	TF Storage	Full	Enroute	Houston
HM-3049	TV3	Higman 3049 Barge	TF Storage	8,000 bbl open	Venice New Park	

Task Force	Vsl Name	Proposed Box to Operate	Future Plans	Notes / Current location
SUP	M/V Transporter; Date O/S: 25 May 0600R	General OP area	Support	14 nm NW of SW pass
SUP	Tug Angelica & T/B Valient Date O/S: 25 May 2000$	General OP area	Arrive o/s; Lightering	14 nm NW of SW pass
SUP	Tug Clinton Cenac & T/B 2602 Date O/S: 28 May 1900R	N/A	Arrive o/s; Lightering	Moored Port Fourchon / Pump Issues
TFL	M/V Bumble Bee; Date O/S: 24 May 2000R	N/A	C/C On Scene	IVO LOOP
TF1	M/V Orleans; Date O/S: 7 June 10	E of SW Pass	Skimming	14 nm NW of SW pass
TF1	M/V Queen Bee	E of SW Pass	Skimming	
TF2	M/V Odyssa Quest Date O/S: 26 May 0600R	E of SW Pass	Skimming	14 nm NW of SW Pass
TF2	M/V Odyssa Manger Date O/S: 26 May 1630R	E of SW Pass	Skimming	14 nm NW of SW Pass
TF3	M/V Miss Megan	E of SW Pass	Skimming	
TF3	M/V Sir Lancelot	E of SW Pass	Skimming	
TF4	M/V Lauren Lacoste; Date O/S:	E of SW Pass	Skimming	14 nm NW of SW Pass
TF4	M/V Gulf Scout; Date O/S: May	E of SW Pass	Skimming	14 nm NW of SW Pass
TF5	M/V NRC Admiral	E of SW Pass	Skimming	
TF5	M/V C Aggresor; Date O/S: May	E of SW Pass	Skimming	14 nm NW of SW Pass
TF6	M/V Pope Benedict; Date O/S: 9 June 10	E of SW Pass	Skimming	14 nm NW of SW pass
TF6	M/V Reb Bordelon		Moored	Fourchon, LA
TF6	M/V Candy Clipper	E of SW Pass	Skimming	
SUP	M/V Slap Shot	E of SW Pass	Support	
TF6	M/V NRC Perseverance	E of SW Pass	Enroute	
SUP	M/V Miss Lilly		Moored	Fourchon, LA
TF7	M/V HOS North	E of SW Pass	Skimming	
TF7	M/V Gulf Influence	LOOP	Skimming	LOOP
TF8	M/V NRC Seahorse 6	E of SW Pass	Skimming	
TF8	M/V NRC Seacor Pride	E of SW Pass	Skimming	
TF8	M/V NRC Rescue Pioneer	E of SW Pass	Skimming	

Attachment 4

QA/QC SMART REPORT

SMART Tier 1 Data Quality Assessment and Review

SMART Tier 1 data consists of observations summarized in an Activity Log (Unit Log ICS 214-CG) and pre- and post-application photographs and associated photo log of dispersant spray operations. This form documents the results of a preliminary quality assessment review of these documents.

Smart Air Team #: 1 Date: 6/19/2010

Operational Period: 20100619 0900 to 20100619 1530

Data Review (Check documents that were reviewed)

☑ Unit Log – ICS 214-CG

☑ Photographs (How many reviewed? 10)

☑ Photo Log

☑ Dispersant Observation Reporting Form 30

Assessment (Check appropriate box(s))

☑ Concur with SMART observer findings (reasonableness of findings)

☐ Issues of note from data review. Briefly describe.

Sea state minimal

☑ Dispersant is effective based on review of Activity Log, photographs, and photo log.

☐ Results inconclusive with respect to dispersant effectiveness.

☐ Other. Briefly describe.

Reviewed by Dispersant Assessment Group Member (Print name, sign, and date)

Name: Mark Bankhead Signature: [signature] Date: 6/17/10

Reviewed by NOAA SSC (Print name, sign, and date)

Name: [illegible] Signature: [signature] Date: 6.17.10